

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 031



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**The AKPO hull was launched
Photo : via Hans Bosch**

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EVENTS, INCIDENTS & OPERATIONS



The **AFRICANA** seen off Cape Town – Photo : Glenn Kasner ©

Repaired ship heads for L.B.

A cargo ship that became disabled on rough North Pacific seas this week has made repairs and is continuing on to Long Beach, the Coast Guard said Wednesday.

The 938-foot **Hyundai Confidence** was moving south at 9 knots after fixing engine problems that cropped up Tuesday, said Lt. Charter Tschirgi with the Coast Guard in Juneau.

The ship ran into trouble about 880 miles south of Kodiak when a crane fell into the engine while the vessel was being tossed in heavy seas, said Lt. Cmdr. Shawn Mauldin. Two crew members were injured.

Other crew members made repairs to the lube oil pump, which controls the lube oil for the main engine, and were allowed to proceed to California, Tschirgi said.

The injuries to the two crew members were not considered life-threatening. One of the crew members has a broken arm and leg, and the other has a sprained ankle. The ship has its own medical personnel on board.

The ship was on its way from Asia when it ran into difficulties.

More than 100 reported ill as cruise ship docks at Port Everglades

More than 100 passengers and crew on the Holland-American cruise ship **Volendam** were reported ill when it berthed at Port Everglades early Thursday.

Bernadette Burden, spokeswoman for the U.S. Centers for Disease Control and Prevention in Atlanta, said 105 people aboard the 1,400-passenger ship were reported ill when the ship docked around 5:30 a.m.



The **VOLENDAM** – Photo : Kees Bustraan ©

The main symptoms reported were diarrhea and vomiting. Medical teams are checking people's stools to determine what caused the illness. Several of the passengers were unphased by the incident after the ship tied up at Berth 25.

"They had hand sanitizers everywhere," said Joan Love, of New Jersey. "They really did a great job."

Melba Formans, of Los Angeles, said her husband Andrew felt a "bit funny" a couple days ago, but that he was fine.

"They took such great care of us," Formans said. "It was just a couple bugs going around." The **Volendam** reported about 7.5 percent of the passengers on its current cruise suffered from a gastro-intestinal illness. The ship was carrying 1,385 people on a Caribbean cruise that departed from Port Everglades on Jan. 22.

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The CDC planned to have staff members board the ship on Thursday to conduct an investigation. The most likely cause of the illness is an outbreak of norovirus, which spreads easily through personal contact and causes 48 to 72 hours of diarrhea and vomiting, but is not otherwise a health risk.

Ships are required to report outbreaks to federal authorities, but outbreaks at resorts, nursing homes and other locations on land are not systematically tracked.

Also, Thursday morning aboard the **Volendam**, the body of a 74-year-male passenger who died near Aruba several days ago of what is believed to be cardiac arrest was taken off the cruise ship after it pulled into the port, according to the U.S. Coast Guard and Broward Sheriff's Office spokeswoman Veda Coleman-Wright. An autopsy will be performed to determine the exact cause of death, but it was not believed to be the result of any shipborne illness.



Dredger damage delays Sethusamudram project

LR-Fairplay reports that work on India's US\$435 million flagship Sethusamudram Ship Canal Project has stalled after a dredger was damaged.

"Worse, a floating crane sent to retrieve the spud that broke off cutter suction dredger **Aquarius** last week, while the vessel was trying to cut through the 29km Adams Bridge in the Palk Strait, has also broken and part sunk, according to officials involved in the project," said the report.

A second and larger 200-tonne capacity crane is being deployed from Vishakapatnam to retrieve both the sunken crane and the spud. But the project will be delayed by at least two weeks – and that could be optimistic, depending on how long it takes to repair the dredger.

Brandweer laat schip 'leegbranden'

De brandweer gaat de brand op het visserschip in Velsen niet blussen, maar laat het vaartuig 'leegbranden'. Dat hebben de gemeenten Beverwijk en Velsen laten weten. De brand op de diepvriestrawler **Willem van der Zwan SCH 302**, die dinsdagochtend ontstond in de haven van Velsen-Noord, woedde ook woensdag nog voort. De calamiteit zorgt voor veel overlast in de regio.

Het is onduidelijk hoe lang het duurt voordat het schip uitgebrand is. De ongeveer 40 mensen die in de buurt van het brandende schip wonen, hebben vannacht opnieuw elders moet slapen. Het gebied rondom het schip wordt voorlopig niet vrijgegeven, omdat onzeker is hoeveel rook er nog vrijkomt. Daardoor blijven de 140 bedrijven in het havengebied gesloten. Wel mogen ondernemers onder begeleiding van de politie hun bedrijf kort bezoeken, om bijvoorbeeld de telefoon door te schakelen.

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"In the afternoon van Thursday the 1st of February the fire departments of Velzen en Beverwijk declare that the fire on board of the **SCH 302 Willem van der Zwan** is under control. Last night also the accommodation and the ships bridge caught fire and were destroyed completely. The ships list is still 12%. After several attempts of the fire departments to control the ferocious fire, SvitzerWijsmuller Salvage was requested to take charge. Pumping out the water will start as soon as samples have been tested to prevent pollution!

Photo : Slotmaritimephoto ©.

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Het schip is in de afgelopen nacht geventileerd. De brandweer en bergingsbedrijf Wijsmuller hebben ramen en luiken opengezet en rook weggeblazen om te ontdekken waar nog brand woedde. Door het ventileren ontstond extra rook en stank, maar er kwamen geen gevaarlijke stoffen vrij.

De brandweer heeft onderzocht of het schip tot zinken moet worden gebracht. Dat kan echter niet omdat het water bij Daalimpex Coldstores waar het schip ligt te ondiep is. Bovendien ontbreekt de noodzaak. Mocht het schip stookolie lekken, dan gaat het zijkanaal dicht. Twee blusboten uit Amsterdam en Zaanstad zijn ingezet bij het blussen. Vanaf de kade bestrijden brandweerlieden ook het vuur. Zij koelen het schip en gebruiken blusschuim.

De brand brak 's ochtends om 9.00 uur uit op een diepvriestrawler van rederij W. van der Zwan. De ruimten van het ruim 140 meter lange schip waren leeg en er was geen personeel aan boord, niemand raakte gewond. Het isolatiemateriaal van het schip vloog in brand bij een reparatie met een snijbrander.

Concentraties van het giftige blauwzuur en koolmonoxide die in de lucht gemeten werden, waren volgens de politie niet gevaarlijk. Toch werden uit voorzorg ongeveer vijfhonderd mensen geëvacueerd, die in de omgeving van de haven aan het werk waren. De werknemers kregen opvang in het Kennemer Theater in het nabijgelegen Beverwijk. De autoriteiten raadden bewoners in de omgeving van Velsen aan ramen en deuren gesloten te houden.

Door de ernstige rookontwikkeling hadden weggebruikers slecht zicht. Om die reden werden ter hoogte van de Wijkertunnel autowegen gedurende enkele uren afgesloten. Ook sloot luchthaven Schiphol uit voorzorg twee banen. Vliegtuigen konden ongehinderd op andere banen landen en stijgen, zodat passagiers geen vertraging opliepen.

Rederij W. van der Zwan had in augustus 2006 ook al te maken met een brand. Toen ging een pand van het bedrijf in Scheveningen grotendeels in vlammen op. Volgens de reder werd die brand veroorzaakt door kortsluiting



In Rotterdam the Floatel **OSLO** was shifted as can be seen at the photo above
Photo : Michel Kodde ©

CASUALTY REPORTING

AMVER Merchant Ship Rescues Senegal Sailors Off Cape Cod

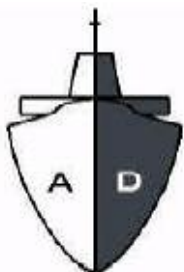
Fourteen Senegal nationals arrived in Brooklyn today aboard a merchant ship after being plucked from their 60-foot catamaran about 800 miles east of Cape Cod, Mass., Saturday afternoon. All 14 rescued, reportedly in good physical condition, were placed in the care of U.S. Customs and Border Protection agents. U.S. Coast Guard Atlantic Area Command Center received a distress report and diverted the "AMVER"-participating merchant ship OOCL Melbourne to render assistance. The merchant ship **OOCL Melbourne** was transiting from Barcelona, Spain to Brooklyn. A joint-agency boarding team of Coast Guard Sector New York and Customs and Border Protection officers met the merchant ship OOCL Melbourne at Ambrose Light Anchorage, about 12 miles outside the Port of New York and New Jersey. The boarding team remained on board until the ship moored at the Red Hook shipping terminal in Brooklyn.

The Crew and Master of merchant ship were commended by the Coast Guard for their seamanship and professionalism in going out of their way to come to the "rescue" of 14 on the catamaran, and for their voluntary support of AMVER / rescue at sea program. They maneuvered their 770 foot merchant ship alongside the distressed catamaran to remove the 14 sailors in the middle of the North Atlantic during January weather and sea conditions.

NAVY NEWS

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Forces to get rid of navy's supply ships

The Canadian Forces plans to get rid of its two refuelling and supply ships, one of which is based at CFB Esquimalt, a move that will leave the navy unable to refuel vessels at sea for at least two years until replacements are built.

The recommendation is part of a military plan to pare down its ships, surveillance aircraft and helicopters to help pay for new equipment in the future. The cuts include **six Aurora maritime patrol aircraft** and **one Iroquois-class** destroyer -- moves that will also have an impact on the Island. Five of the military's 18 Auroras are based at CFB Comox, while one of its three destroyers is based at CFB Esquimalt.

The plan, which is contained in the Conservatives' "Canada First" defence strategy, calls for the military to phase out the destroyer and the two supply ships -- Esquimalt-based **HMCS Protecteur** and Halifax-based **HMCS Preserver** -- over the next three to four years. The defence strategy acknowledges that the Joint Support Ship, the replacement for the existing refuelling vessels will not be in the water until at least 2012. But it says the navy will somehow "manage the risk" of operating without refueling and supply ships for a two-year period.

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The cuts are necessary, the paper says, in order to fund new "much-needed" purchases. It highlights previously announced plans to buy medium-lift helicopters, tactical and strategic airlift planes and aerial drones, as well as search and rescue and northern utility aircraft. The military will also look at the eventual replacement of CF-18 fighters, according to the strategy paper, which has yet to be made public.

In the document, Defence Minister Gordon O'Connor acknowledges that the military must make "difficult decisions," but argues it must "consider the pressing needs of the military against other government priorities."

Starting this year, the military will start taking its Griffon helicopters out of service. The 20- to 25-per-cent reduction of the 85 Griffons will free personnel and money to buy Boeing Chinook helicopters. As it gets rid of the Auroras, the air force will purchase approximately 12 aerial drones to be located at CFB Comox and CFB Greenwood in Nova Scotia for domestic surveillance and overseas operations. The first of those will be in operation starting in 2008. The purchase of longer-range drones would be considered in the future.

Work will be stopped on the ongoing \$900 million modernization program for the Aurora, and the remaining aircraft will be re-assigned to Arctic sovereignty patrols. Liberal Senator Colin Kenny, chairman of the senate's defence committee, criticized the government's plan to scrap the Aurora, saying it won't provide proper surveillance on the coast.

According to the report, the navy will also begin work on the acquisition of the future surface combatant fleet, a new type of vessel that will come into service in 2018. The army will get rid of most of its Air Defence Anti-tank Systems (ADATS), a ground-based air defence missile system, keeping them just long enough to provide protection for the 2010 Winter Olympics in B.C.



The former Belgian naval vessels (M 909) **FRANCOIS BOVESSE** and the (A 961) **ZINNIA** seen at the breakers in Gent - **Photo : Mark Bontemps ©**

SHIPYARD NEWS

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Major contract to NDM with Ulstein Verft

NDM signs major contract to provide winches onboard newbuilding for Eidesvik Offshore ASA. The vessel is designed by Ulstein of the type SX121 and will be NDM's first delivery to a ULSTEIN X-BOW design.



Manager NDM.

Norwegian Deck Machinery are proud to inform that we will deliver winches onboard the new offshore construction vessel for Eidesvik Offshore ASA. The vessel will be built at Ulstein Verft AS for delivery November 2008.

"This is the largest contract for NDM to deliver on a offshore vessel and we are very proud to have been selected from the yard and owner for this project", says Sverre Mowinckel-Nilsen Sales

NDM will deliver all winches onboard this vessel and covers:

- Two hydraulic Anchor Winches with cable lifter
- Two Chain Stoppers
- Three Mooring Winches
- Two Tugger Winches

The vessel is designed by Ulstein of the type SX121 and has a length of 120,2 meters and a width of 25 meter.

This will be NDM's first delivery to a ULSTEIN X-BOW design.

Yantai wins US\$310m rig order from Norway firm

Yantai Raffles Shipyard, founded and controlled by Singapore's Brian Chang, has secured another order for a semi-submersible drilling rig - worth a whopping US\$310 million - from Norway's Awilco Offshore.

Yantai's contract for the latest semi-submersible drilling rig - WilPromotor - takes the company's order book to almost US\$2 billion.

The contract takes Yantai's order book to almost US\$2 billion, which includes six drilling rigs, floating storage supply and off-loading (FPSO) units, plus other offshore vessels. The latest semi-submersible - WilPromotor - will be built to operate on the Norwegian Continental Shelf.

It will be the third semi-submersible rig built by Yantai for Awilco's wholly-owned subsidiary, Offrig Drilling.

WilPromotor is scheduled for delivery in the fourth quarter of 2009.

Listed on Norway's Oslo OTC Stock Exchange in May 2006, Singapore-headquartered Yantai specialises in jack-up and semi-submersible rigs, FPSOs, luxury yachts and other vessels.

The yard boasts state-of-the-art building facilities - with a huge gantry crane capable of lifting 20,000 tonnes due for completion in the middle of this year at a cost of more than US\$20 million.

The yard, about halfway between Beijing and Shanghai and roughly the same distance from Seoul, aims to be a serious competitor to Singapore's Keppel Offshore & Marine and SembCorp Marine - the world's biggest builders of offshore rigs.

Just last week, Yantai said it had built and launched the world's first specialised vessel for transporting luxury yachts. The US\$54 million, 15,000-tonne Yacht Express is a specially designed semi-submersible carrier for Dockwise Yacht Transport, a business unit of Dutch company Dockwise Transport.

Awilco Offshore, formerly Awilco AS, is an oil and gas player. Listed on the Oslo Stock Exchange in May 2005, it operates offshore rigs with a focus on two markets - drilling and accommodation. Awilco Offshore operates through 15 subsidiaries, one of which is Offrig Drilling.

Hanjin Heavy ups Subic spend

South Korean shipyard Hanjin Heavy Industries has significantly upped the budget for its planned new dockyard in the Philippines.

The Busan-based builder declared today it now intends to spend KRW 473bn (\$505m) in the short term at the yard, a hefty increase on the original budget of KRW 275bn.

The Subic Bay facility will house the steel structures used for shipbuilding. It will also enable the company to overcome space restrictions in its own country and target the as-yet unexplored LNG sector.

Completion of the yard is due for December this year, with the production expected to start in May. The company is pushing to deliver its first vessel in June 2008.

The new dockyard could double Hanjin Heavy's total capacity to 1.03 million compensated gross tons.

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Hanjin Heavy recently picked up a repeat order from Dubai-based bulker owner Emarat Maritime LLC (EML) for four more aframaxes.

The ships will cost KRW 241bn (\$261.18m) and are due for delivery by March 2010.

Meanwhile Korea's seventh-largest shipyard forecasts shipping and construction orders will reach KRW 4 trillion (\$4.32bn) in 2007. But operating income is expected to drop to KRW 110bn.

China Sees Record Ships Output

The output of China's shipbuilding industry reached a record 14.52 million dwt in 2006, making up close to one-fifth of the global total for the same year, according to official statistics. The Commission of Science, Technology and Industry for National Defense (CSTIND) announced on Tuesday that the output of 2006 was 20 percent higher than that of the previous year. According to the CSTIND, China's top two shipbuilding giants, the China State Shipbuilding Corporation (CSSC) and the China Shipbuilding Industry Corporation (CSIC), reported annual output of 6.02 million dwt and 2.67 million dwt respectively. The rest of the market was covered by local shipbuilding companies. China's shipbuilding companies received new orders totaling 42.51 million dwt last year, bringing the total ship orders to 68.72 million dwt, or 24 percent of the global total. Last year was the 12th consecutive year that China ranked as the third largest shipbuilder in the world, following the Republic of Korea (ROK) and Japan. China has narrowed the distance behind the ROK and Japan in output in the past two years, according to the CSTIND. China is expected to become the world's biggest shipbuilder by 2015, said Chen Xiaojin, general manager of the CSSC. Zhang Guangqin, chairman of the China Association of National Shipbuilding Industry, said the output of large oil tankers accounted for 51 percent of China's total shipbuilding output last year.



The **SAFMARINE IGOLI** seen in Cape Town – Photo : Ian Shiffman ©

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Transpetro orders first ten tankers in expansion program

Transpetro, the tanker arm of Brazilian national oil company Petrobras, signed an agreement with the Atlantico Sul Consortium in Pernambuco, for the construction of the first ten oil tankers foreseen in the company's modernization and expansion program.



The Transpetro program is a key element of Brazilian government plans to revive the country's shipbuilding industry.

The \$1.2 billion order for the first ten ships is backed by 2.47 billion real (\$1.16 billion) in financing from Brazil's National Development Bank, BNDES.

The contract signing ceremony was held at the Suape Port Industrial Complex. Brazilian President Luiz Inacio Lula da Silva; Pernambuco Governor Eduardo Campos, Petrobras president Jose Sergio Gabrielli de Azevedo and Transpetro president, Sergio Machado, attended the event.

The vessels, ordered from the Atlantico Sul Consortium, are part of the 26-ship first phase of the Transpetro program.

It is expected that the program will create 11,000 new jobs in Pernambuco alone.

The other vessels, ordered in this first phase of Transpetro's project, will be built by the Rio Naval Consortium and Maua Jurong Shipyard in Rio de Janeiro and the Itajai Shipyard in Santa Catarina shipyards

Bid results were announced in March last year. Petrobras says the the total value of the 26 vessels (\$2,483,479,543) was only 1% above what would had been paid in the international market, considering the company's strict tanker design and construction requirements. (Some observers may take this estimate of the price differential with a grain of salt. The average price of the first ten Suezmaxes is almost \$121 million a copy. That compares with an average \$80 million newbuilding price for 150,000 dwt Suezmaxes reported in the latest Fearnley's weekly)

In total, the Transpetro program foresees the construction of 42 vessels. The goals are to: replace vessels, modernize and boost the company's self-owned fleet; increase Petrobras System's transportation capability; and contribute to revitalizing Brazilian shipbuildingconstruction segment, promoting Brazilian development by generating technology, jobs, and income.

The second phase will be implemented immediately after the first phase agreements are signed, and will lead to the construction of 16 more vessels.

CHITTAGONG QUADRUPLES GANTRY CRANE CHARGE

The Chittagong Port Authority has decided to quadruple its charge for handling box cargo with its quay gantry cranes for gearless vessels. The move is reported to be facing stiff opposition from shipping agents as many feeder vessels running through the port are gearless. The charge will rise to US\$14.60 per teu from its current US\$3.63. Ships with their own cranes will be charged the old rate.



The **ONEGA TRADER** seen enroute Rotterdam – Photo : Jan Verhoog ©

Actie reddingsmonument Veere

Tijdens de Nationale Reddingbootdag 2007 zal het KNRM reddingstation Veere aandacht vragen voor een particulier initiatief dat moet leiden tot een passend monument voor de Veerse redders. Initiatiefnemer van dit plan is de heer Frans Minneboo uit Middelburg, zoon van schipper Jan Minneboo, van de Veerse reddingboot **Maria Carolina Blankenheym (1946-1961)**

Veere heeft een rijke maritieme historie en speelde een belangrijke rol in de VOC. Ook wat betreft het redden van schipbreukelingen kan Veere bogen op een roemrijke geschiedenis. In de 18de eeuw waren Jan van Meerendonk en Frans Naerebout mensen die bekend werden door hun onbaatzuchtigheid en menslievendheid. Beiden redden velen van de verdrinkingsdood. Aan het einde van de 19de werd in Veere zelfs een partikuliere redding- en bergingsmaatschappij gestart.

In 1946 besloot de Zuid-Hollandse Maatschappij tot Redding van Schipbreukelingen (ZHMRS) tot de oprichting van het officiële reddingstation Veere. Jan Minneboo werd als beroepsschipper aangesteld op de 1e motorreddingboot van de Zuid, de Maria Carolina Blankenheym.

Door de jaren heen werden door Jan Minneboo en zijn bemanning vele succesvolle reddingen uitgevoerd. Op 11 januari 1958 verrichtten zij hun **GOUDEN REDDING** door onder uiterst moeilijke opstandigheden de gehele bemanning van de stoomsleepboot **EBRO** behouden aan wal te brengen. Deze bijzondere redding werd later door de Reddingmaatschappij met de zilveren medaille beloond.

Minneboo wil er voor zorgen dat de redders van toen en nu niet worden vergeten. Samen met vertegenwoordigers van de Stadsraad Veere en KNRM wil Minneboo de initiatieven nemen tot een reddingsmonument. Het mooiste zou zijn als dit moment een plekje op de Kaai in Veere kon krijgen en onthuld kan worden op 11 januari 2008 50 jaar na de redding van de Ebro.



SAVANNAH IN SECOND PLACE ON US EAST COAST

The US port of Savannah has jumped to the number two spot on the list of busiest US east coast ports, seeing 2.2m teu last year, up 14% on the previous year. The port of New York/New Jersey is far and away the busiest on the Atlantic seaboard, with an annual throughput of around 5 million containers.

Double Christening for Hamburg Sud

1 February 2007, the container vessels "**Bahia**" and "**Bahia Blanca**" built for Hamburg Sud were christened at the yard of Daewoo Shipbuilding & Marine Engineering Co. Ltd. (DSME) in Okpo, Korea.

The "**Bahia**" and "**Bahia Blanca**" are the first of a total of 6 identical 3,752 TEU container ships. Shortly after christening, they will be phased into Hamburg Sud's liner services between Asia and South America East Coast.

The "**Bahia**" is named after the state of the same name on the Atlantic coast of north-eastern Brazil. The name "**Bahia Blanca**" has its origins in a port in the south of the Argentinean province of Buenos Aires.

Technical data of the "**Bahia**" and "**Bahia Blanca**":

Capacity - 50,800 tdw
Container capacity - 3,752 TEU - Reefer container plugs - 610
Length overall - 254.00 m - Length between perpendiculars - 242.00 m
Breadth - 32.20 m
Draught max. - 12.40 m
Speed - 21.5 kn
Main engine output - 26,160 kW.

New Service between North Europe and South America

Kawasaki Kisen Kaisha, Ltd. ("K" Line) has announced the launch of a new container service between North Europe and the East Coast of South America in partnership with China Shipping, Hatsu Marine and Maruba.

Commencing at the end of March, the new service will deploy 6 vessels capable of loading 2,000 TEU on a fixed-day weekly frequency.

The port rotation will be as follows:

Rotterdam - Hamburg - Antwerp - Santos - Buenos Aires - Montevideo - Rio Grande - Itajai - Santos - Rotterdam.

"K" Line and China Shipping will each provide 2 vessels to the new service whilst Hatsu Marine and Maruba will provide one each.

Eerste schip meert aan in nieuw aangelegde Madagascarhaven

In de eerste week van februari zal het eerste schip de Madagascarhaven binnenvaren. De Madagascarhaven is een door Haven Amsterdam nieuw aangelegde binnenvaart in de zuidpunt van de Afrikahaven. De nieuwe haven is 240 m lang, 60 m breed en 5 m diep.

Met de aanleg van de Madagascarhaven worden de bedrijven Sitos en Starbucks aan de Afrikahaven bereikbaar voor de binnenvaart en zullen transporten, die eerder over de weg plaatsvonden, over het water kunnen gaan.

Neptune LNG Project Secures Deep Water Port license

The U.S. Maritime Administration has decided to issue a deepwater port license to SUEZ Energy North America's subsidiary, Neptune LNG LLC to build, own, and operate the Neptune offshore LNG delivery system in Massachusetts Bay. Neptune is the first offshore LNG project on the United States' East Coast to reach this milestone.

The Neptune terminal will be based on the LNG Shuttle and Regasification Vessel System (SRV) developed by Höegh LNG. "Having worked with Suez and Neptune for over two years to obtain this license, Höegh LNG is very satisfied that this major milestone has been reached for the project" says Sveinung Stöhle, CEO for Höegh LNG. "It is our main business strategy to further develop this floating terminal segment in order to continue the growth of the company" he adds.

Höegh LNG, together with partner Mitsui OSK Lines, has two plus one optional 145 000 m3 SRVs on order with Samsung Heavy Industries. The first will be delivered in 2009.

MOVEMENTS

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From (today) Friday 2nd @ 1400 - Monday 5th February the Royal Navy Type 23 frigate (Batch 3) **HMS CORNWALL F 99** is visiting Valletta.



The **TOR VIKING II** was spotted at the river Tyne
Photo : Kevin Blair ©



The **SAMARINE CONCORD** seen at the Westerscheldt River
Photo : Henk de Winde ©

OLDIE – FROM THE SHOEBOX

50 jaar geleden kwam het m.s. ALCOR in de vaart (1957)

Door : Capt Frank Haalmeijer ©

De hedendaagse scheepvaart is sterk anders dan die van 50 jaar geleden. De generatie zeelieden, die nu tegen het pensioen aanlopen of onlangs met pensioen zijn gegaan, zijn vaak hun loopbaan begonnen op de conventionele vrachtschepen met passagiersaccommodatie. Veel voeren dit soort schepen in een uitgebreid lijnennet naar alle windrichtingen.



Het motorschip "**ALCOR**" van Van Nievelt, Goudriaan & Co's Stoomvaart Maatschappij uit Rotterdam was daar geen uitzondering op. Vier gelijke schepen werden gebouwd bij de bekende Nederlandse scheepswerf Van der Giessen De Noord in Alblasserdam.

De bedoeling was om dit quartet in te zetten in de Rotterdam Zuid Amerika Lijn (RZAL). Dit was een lijndienst van West Europa naar de oostkust van Zuid Amerika. Echter concurrentie was er ook toen al en al tijdens de bouw van deze serie werd al duidelijk, dat 4 schepen toch iets te veel zou zijn. Van Nievelt, Goudriaan & Co was één van de rederijen, die in 1920 "aan de wieg" heeft gestaan bij de oprichting van de V.N.S. en heeft altijd zeer nauwe banden gehad met de V.N.S. De oplossing voor het 4e bestelde schip werd gezocht in overdracht aan de V.N.S. en zodoende kwam de laatste toch ook in 1958 in de vaart als de "**NIJKERK**". De andere zusterschepen waren de **ALGOL** en de **ALKES**.

Zelf heb ik nog mogen meemaken, dat ik in de rang van 3e stuurman op de **ALCOR** heb gevaren. Een fraai gelijnde koopvaarder, die nog met 5 ruimen en voorzien van ouderwetse laadbomen, veel tijd nodig had in havens om te laden en te lossen. Zo gemiddeld 9000 ton aan stukgoed werd met de hand gestuwd, gesjord, gearneerd en in het stuwplan getekend. Als stuurman moest je tijdens de dekwacht in de haven regelmatig de verticale ruimladders op en af om alle partijen te controleren op stuwage en opmeten van de gebruikte ruimte. De ruimte werd nog geheel in kubieke voeten berekend. Soms waren er wel 200 soorten lading aan boord, variërend van stortgoed (bulk) tot kisten, balen, machines, auto's, staalconstructies, zware stukken, natte koeihuiden, koffie, tabak, rubber, vloeistoffen in dieptanks en nog veel meer. Alle lading had zijn aparte aandacht nodig.

Op zee ging die zorg voor de lading gewoon door. Tijdens de reis van het warme Zuid Amerika werd het noordgaand steeds kouder buiten, vooral in onze wintermaanden. Met een goed gecontroleerde vochtigheidsgraad van de lucht werd er regelmatig geventileerd. Ook bakboord of stuurboord kant in de stuwage maakte verschil uit, want de zon

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stond dan immers meer uren aan bakboord, dan aan stuurboord en dat kon voor bepaalde soorten lading schadelijk zijn.

In de Europese havens Rotterdam, Hamburg, Bremen en Antwerpen werd alles weer gelost en kwam er weer nieuwe lading richting het zuiden weer aan boord. Deze periode nam gemiddeld zo'n 2 weken in beslag.

Als we hier naar terug kijken en in ons huidige denken alles in containers vervoeren, dan was dit een ondenkbare manier van vervoer. Het leek zeer on-economisch, maar er werd wel veel geld verdiend met deze vaart. Tijd speelde een andere rol dan nu. Gelukkig heb ik met een goed gevoel daar gevaren en heb er vele mooie en goede herinneringen aan.



Als zeeman werd je veel meer "gevormd" door een enorme mate van zelfstandigheid in je werk als stuurman, kapitein, werktuigkundige, matroos etc. Je had minder "feed-back" van het kantoor, minder bemoeienissen vanaf de wal met de typische scheepsproblemen. Hiervan heb je geleerd, dat je zelf best heel veel kan oplossen en tot een goed einde brengen. Zelf heb ik ondervonden, dat de huidige communicatiemiddelen zoals satellite telefoon, emails, intranet, GPS, AIS en andere middelen, de bemoeienissen vanaf de wal sterk zijn toegenomen en de werkwijze en zelfstandigheid van de opvarenden zwaar hebben ingeperkt. Dit heeft op het werk ook een positieve invloed gehad, als het maar in een goed onderling overleg en met

respect voor elkaar over en weer wordt gedaan.

De **ALCOR** heeft van 1957 tot 1960 in de RZAL gevaren, daarna in charter van de VNS in de Holland Afrika Lijn, de Holland Australië Lijn en de Holland Perzische Golf Lijn. Deze periode was van 1960 tot eind 1969, waarna het schip weer terugkwam bij Nigoco en vanaf 1970 tot 1975 in de RZAL werd ingezet. Aan het eind werd ze nog vercharterd aan de Deense maatschappij EAST ASIATIC COMPANY (EAC) voor enkele reizen vanuit Europa naar India en Pakistan. In 1976 werd de ALCOR door Nigoco ondergebracht bij een Griekse dochtermaatschappij en voer nog enige tijd als **MERAK**, totdat sloop in 1979 een einde aan haar bestaan maakte.

De zusterschepen zijn allen kort daarna ook geëindigd op een sloopwerf in het Verre Oosten.

AIRCRAFT / AIRPORT NEWS

Vliegtuig Air France maakt tussenlanding na bommelding

Een vliegtuig van Air France dat op weg was van Parijs naar Rome is na een bommelding omgeleid via Lyon en ontruimd. Een explosieventeam heeft het vliegtuig, een Airbus A320, doorzocht. Het is nog niet duidelijk of er iets is gevonden.

Volgens de autoriteiten in Lyon kwam de bommelding binnen in Rome. Air France maakte geen details bekend over de melding en kon ook niet zeggen of er arrestaties zijn verricht na de tussenlanding.

In het vliegtuig zaten volgens Air France 125 passagiers. Volgens de autoriteiten in Lyon waren in totaal 133 mensen aan boord, onder wie zes bemanningsleden. Er kon geen onmiddellijke verklaring worden gegeven voor de

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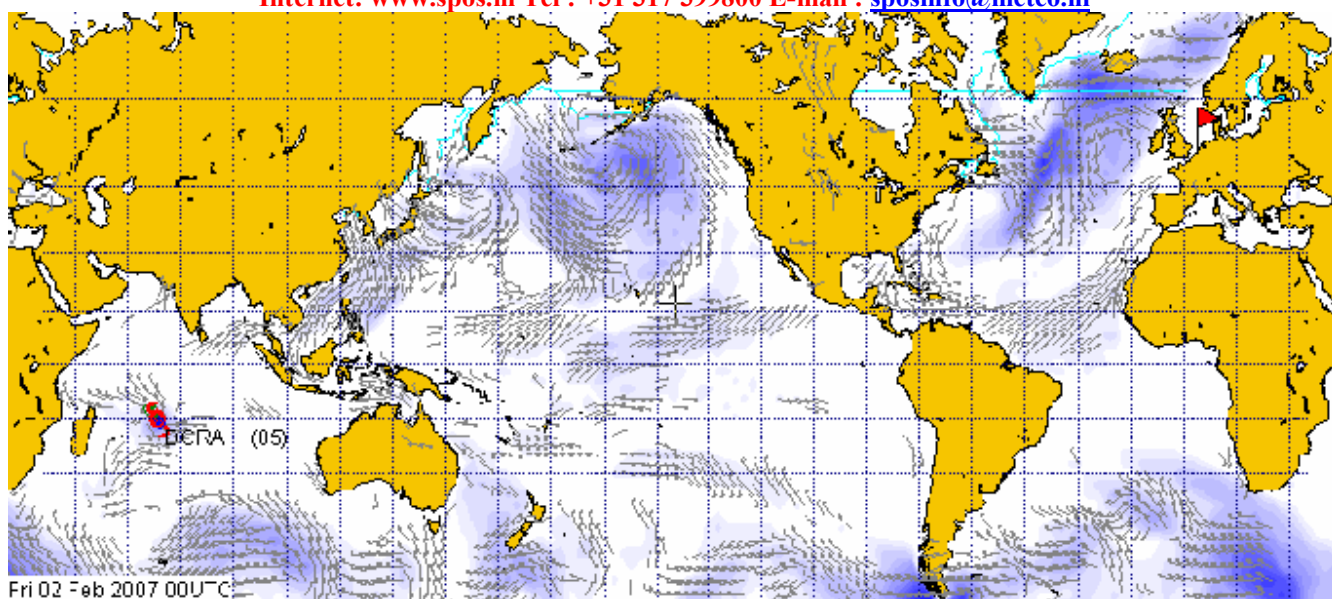
discrepancie. Het vliegtuig steeg om 10 uur op vanaf de luchthaven Roissy-Charles de Gaulle en landde zo'n 90 minuten later in Lyon, waar alle passagiers werden geëvacueerd.

MARINE WEATHER

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.... PHOTO OF THE DAY

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The departure from Corpus Christi on Monday January 29th 2007 of the **INDEPENDENCE HUB**
Photo : Bob Redding ©

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